

## Guidelines of Local Bridge Program

### A. Local Bridge Advisory Board (LBAB)

The primary responsibility of the LBAB is the oversight of the Regional Bridge Councils (RBCs). This responsibility includes, at a minimum, maintaining and updating guidelines that the RBCs will follow in rating bridge applications submitted by local agencies within their region, determining the weightings to be applied to the ratios dictated in statute, review and approval of each 3-year bridge plan submitted by the RBCs and the evaluation of the effectiveness of each region's bridge program. Additionally, the LBAB is responsible for the statewide "Large" bridge and emergency bridge program oversight.

The LBAB is an eight member board responsible for much of the oversight of the Local Bridge Program (LBP). The LBAB is comprised of three members representing the counties, three members representing cities and villages, and two members from the Michigan Department of Transportation (MDOT).

Of the three members representing the counties, one member represents a county with a population of 65,000 or greater, one member represents a county with a population greater than 30,000 and less than 65,000, and one member represents a county with a population of 30,000 or less. The County Road Association of Michigan (CRAM) is responsible for nominating members which must be appointed by the state transportation commission.

Of the three members representing the cities and villages, one member represents a city with a population of 75,000 or greater, one member represents a city with a population of less than 75,000, and one member represents a village. The Michigan Municipal League (MML) is responsible for nominating members which must be appointed by the state transportation commission.

The two members from MDOT are non-voting members who supply technical information and administrative support.

Since the Local Bridge Program is a complete overhaul of the Critical Bridge Program, the listed duties for the LBAB will change as the program matures.

### B. Regional Bridge Councils (RBCs)

There are seven RBCs, one for each of MDOT's regions as of October 1, 2004. Each RBC comprises of five members, two that represent counties in the region and are appointed by CRAM, two that represent cities and villages in the region and are appointed by MML, and one member from MDOT's local agency bridge staff.

The primary responsibilities of each RBC are to rate applications for local bridge funds, work together to create a 3-year bridge plan of bridge projects for their region and to oversee the progress being made toward bringing the planned projects to contract. Depending on the circumstances, an RBC may need to modify its 3-year bridge plan to ensure the annual funds allocated are used efficiently and completely.

Each RBC receives a group of bridge applications from MDOT that were submitted by local agencies in their region. While at MDOT, computer generated rating points are assigned based on local financial data, operating and condition factors, safety factors, and traffic volumes. Each application is reviewed for completeness, all bridge sites are visited and evaluation reports are written by MDOT's local agency bridge staff. If the RBC members need additional site information, a visit to the bridge may be beneficial. The RBC adds discretionary rating points based on physical condition of the structure and the importance of the structure to the roadway network. The computer rating points are added to the discretionary points and based on the sum, the RBC creates a 3-year bridge plan. Once the 3-year bridge plan is created, the RBC submits it and the rating points for all applications to the Local Bridge Advisory Board for review and approval.

C. Michigan Department of Transportation

The primary responsibilities for MDOT in the Local Bridge Program are to supply inventory and bridge condition state data to the LBAB and RBCs, receive and review applications submitted by local agencies for Local Bridge Funds, maintain and compute formula based rating points and to act in an advisory capacity to both the LBAB and RBCs. By statute, MDOT is also responsible for reporting to the legislature on what funding levels each region was allocated and what projects were funded.

MDOT will send out requests for applications annually. The staff from MDOT's local agency bridge unit will review each application for completeness, visit the site and create a situation report, have the formula based rating points computed, and distribute the applications, preliminary ratings, and the site reports to the RBCs.

On an annual basis, the bridge management unit of MDOT will supply the LBAB and RBCs with local bridge condition state data. This information will be used by the LBAB and RBCs to determine regional funding allocations and to aid in development of regional 3-year bridge plans.

Two members of the LBAB are from MDOT. One member will come from the bridge management unit and the other from the local agency bridge unit. These are non-voting members and supply administrative and technical support.

One member of each RBC is from MDOT's local agency bridge unit. This is a non-voting member and supplies technical support and answers any questions regarding the formula derived rating points, the site reports and condition state data supplied by MDOT's bridge management unit.